

ENGLISH TRANSLATION OF THE 1ST AMENDED CLAIMS

Attorney Docket No. 5562-103US

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In response to the Notification dated 23 May 2003, received on 12 June 2003.

We request that the original claim wording be replaced by the enclosed version of the claims and that pages 1 and 2 of the Description be replaced by the enclosed new pages.

The new Claim 1 is based on the former Claims 1, 2 and 3 and is limited with respect to the cited document 3 named by the Office as the most approximate prior art. The other claims are adapted to the new Claim 1.

For the sake of simplicity, some of the references have been removed. In addition, the word "preferably" has been replaced by "particularly". The description was adapted to the new claims; in addition the document 3 cited by the Office is mentioned.

In the event of any other office actions, we would appreciate a brief telephone contact with the undersigned.

Ulrich H. Bremer
Patent attorney
Enclosure: New claims wording
New Description pages 1 and 2

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**MOTOR VEHICLE SEAT, IN PARTICULAR A SEAT FOR A REAR ROW OF SEATS
IN A MOTOR VEHICLE**

The invention relates to a motor vehicle seat, in particular for a rear row of seats of the motor vehicle according to the preamble of Claim 1.

In longitudinally displaceable motor vehicle seats of a rear, in particular second or third row of seats, a functional position can be used with the essentially horizontal rear support foldable forward as a table support or for extending a cargo space situated behind it, for example. If the motor vehicle seat, however, is already in a forward position time of the folding movement, its headrest can collide with a seat situated in front of it and possibly be damaged.

DE 199 66 242 C1 discloses a motor vehicle seat with a seat frame that is longitudinally adjustable vis-à-vis a lower rail that is integral with the motor vehicle. A [back] rest is foldably hinged to the seat frame and secured by means of a [back] rest blocking unit. A seat cushion frame can be pivoted between a sitting position and a stowing position, whereby said pivot movement is coupled with the folding movement of the [back] rest over a bar coupled with protection against excessive travel, in order to prevent damage due to careless positioning of the seat despite blocking of the [back] rest.

The drawback in such seats is, however, that the user becomes aware initially only during folding forward, whether the seat in a appropriate rear position is or not and consequently, if necessary, must first fold the back rearwards and must then move the seat frame into the rear

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option, in order to be able to again move the seat forward. Furthermore, generally out of safety considerations, an additional locking of the seat part to the seat frame is required, which must then be released by means of an additional operating device. Also, neither the seat part or the [back] rest nor the [back] rest can be unblocked from the rear; that is, by way of the trunk.

A seat assembly having two rest parts is known from Toyota Yaris, wherein in the separation plane between the rest parts a handle is arranged that can be operated from the front and the rear, by means of which the one of the rest parts can be unlatched.

DE 100 55 432 A1 discloses a motor vehicle seat, whose back rest and seat part are coupled by means of a connection member, which controls the movement of the back rest relative to the seat part. The seat part is longitudinally adjustable relative to the vehicle floor by means of rails, whereby, in order to do this, a locking member must be unlocked by manual lifting movement of a rail release handle.

DE 694 06 157 T2 discloses a motor vehicle seat of the aforementioned type. In this instance a seat part can be unlatched relative to the seat frame by a front handle or a rear handle that is integrally configured with it and then displaced rearwardly. A tipping of the entire seat part together with the articulated back rest is possible only after moving it into a forward position.

The object of the invention is to provide a vehicle seat that can be adjusted with relatively little effort and wherein the damages by careless folding forward of the back rest into a forward position of the seat part is avoided.

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NEW PATENT CLAIMS

Claim 1. A motor vehicle seat, in particular for a rear row of seats of a motor vehicle, which can be adjusted between a sitting position and a functional position, having

a seat part (3) that can be adjusted relative to a seat frame (2);

a back rest (4) foldable relative to the seat part (3);

a front handle (11) for unlocking a seat longitudinal locking unit (8) of the seat part (3);

a rear handle (24) that can be operated from position behind the back rest (4), whereby the seat longitudinal locking unit (8) of the seat part (3) can be unlatched, it can be verified, whether the seat part (3) is in a rear position; the seat part (3) can be displaced into the specific position after its unlatching; if the seat part (3) is in the rear position, a rest blocking unit (20) of the back rest (4) can be unlatched characterized in that the specific position is a rearward position of the seat part (3); the unlatchable blocking of the seat part (3) in the rearward position by means of the rear handle is a rest blocking unit 20 of the back rest (4), and

the motor vehicle seat can be displaced from its sitting position into its functional position by means of a movement sequence of the rear handle (24) comprising a plurality of sequential partial movements, wherein

the specific position is a rearward position of the seat part (3);

the unlockable blocking by means of the rear handle in the rearward position of the seat part (3) is a rest blocking (20) of the back rest (4), and the motor vehicle seat can be shifted from its sitting position into its functional position by means of a movement series consisting of a plurality of sequential partial movements of the rear handle (24), wherein

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in a first partial movement, the seat longitudinal locking (8) of the seat part (3) can be unlatched,

in the case of a blocking of a subsequent partial movement it can be identified that the seat part (3) is not in the rearward position,

if applicable, the seat part (3) can be displaced into the rearward position in a subsequent partial movement, and

in a subsequent partial movement, the backrest (4) can be unblocked.

Claim 2. The motor vehicle seat according to Claim 1, characterized in that by means of the rear handle (24) an adjustment lever (22) can be operated for unlatching the rest blocking (20) and a traction force transmitting device (18) on the adjustment lever (22), in particular a cable (18), for operating an unlatching unit (14, 15, 16, 19) is used for the seat longitudinal locking (8).

Claim 3. The motor vehicle seat according to Claim 2, characterized in that upon pivoting the adjusting lever (22) after an unobstructed lifting an unlatching means (21) for the rest blocking (20) can be operated, in particular by means of a bolt (26) arranged on the adjustment lever (22).

Claim 4. The motor vehicle seat according to Claim 2, characterized in that the unlocking means (21) for the rest blocking unit (20), in particular a release lever (21), can be further operated by a user sitting on the motor vehicle seat.

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Claim 5. The motor vehicle seat according to one of Claims 2 to 4, characterized in that the unlocking unit (14, 15, 16, 19) has, for the seat longitudinal locking (8), an overtravel protection device for the overtravel occurring at the time of the partial movement of the rear handle (24) for unlatching of the rest blocking unit (20).

Claim 6. The motor vehicle seat according to Claim 5, characterized in that the overtravel protection device has a lower bracket (14) acting on the locking unit (8) and an upper bracket (15) operating the lower bracket (14) by means of an overtravel spring (19), whereby the upper bracket (15) can be operated both by the traction – transmitting unit (18) and by the front handle (11).

Claim 7. The motor vehicle seat according to Claim 6, characterized in that the lower bracket (14) on the seat part (3) is linked preferably to a bearing block (9) fixed to the seat and the upper bracket (15) is linked in the lower bracket (14).

Claim 8. The motor vehicle seat according to Claim 6 or 7, characterized in that the reverse moment created by the overtravel spring (19) between the lower bracket (14) and the upper bracket (15) is greater than that unlocking moment required for the unlatching of the seat longitudinal locking (8) .

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Claim 9. The motor vehicle seat according to one of Claims 2 to 8, characterized in that the seat frame (2) has a stop, in particular a stop plate (25), which blocks a pivot movement of the adjustment lever (22) and releases in the rear position.

Claim 10. The motor vehicle according to one of the above Claims, characterized in that the rear handle (24) is a grip unit that can be rearwardly pulled, for example a loop (24).

Claim 11. The motor vehicle seat according to Claim 10 characterized in that the loop (24) is set around a bolt (23) of the adjusting lever (22), said bolt sliding or rolling on the stop (25).

Claim 12. The motor vehicle seat according to one of the above Claims, characterized in that the back rest (4) is spring-biased in the functional position.

Claim 13. The motor vehicle according to one of the above Claims, characterized in that the rest blocking (20) and the seat longitudinal locking (8) are lockable in a functional position, preferably automatically lockable.